

DMJM Harris | AECOM

155 Grand Avenue, Suite 700, Oakland, CA 94612

T 510.763.2929 F 510.834.5220 www.dmjmharris.com

## Memorandum

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**Date:** January 16, 2008  
**To:** Aleida Andrino-Chavez, City of Albany  
**From:** Bill Burton, Ryan Niblock  
**Subject:** City of Albany Traffic Calming Policies

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This memorandum has been prepared to summarize our review of the "Policies for the Installation of Traffic Calming Devices Not Included in the Traffic Management Plan" for the City of Albany. In reviewing the document, the following were used as references:

- Caltrans, *Traffic Manual*, 1996;
- Caltrans, *Highway Design Manual*, Fourth Edition, 1995;
- City of Austin, *Neighborhood Traffic Management Techniques: Summary of Results*, 1996;
- Institute of Transportation Engineers / Federal Highway Administration, *Traffic Calming: State of the Practice*, 1999;
- City of Berkeley, *Traffic Calming Policy*, 2006.
- City of Oakland, *Pedestrian Master Plan*, 2002.
- San Francisco Municipal Transportation Agency, Traffic Calming Guidelines, <http://sfmta.com/cms/ocalm/13576.html>, 2008.
- Transportation Research Board, *Highway Capacity Manual*, 2000;

In general, we agree with the policies laid out in the document, but suggest the following revisions:

- **Criterion 8:** Consider removing the lower boundary. Many of the studies available through the Institute of Transportation Engineers such as *Traffic Calming: State of the Practice* (ITE/FHWA, 1999) and *Neighborhood Traffic Management Techniques: Summary of Results* (City of Austin, 1996) include case sites with fewer than 500 vehicles per day. Given the character of streets in Albany, even lowly traveled streets should be eligible for traffic calming.
- **Criterion 9:** In accordance with the Caltrans Traffic Manual, speed limits are chosen by rounding the 85th percentile speed down to the nearest five mile per hour increment. As such, please adjust the requirement to be "five miles per hour over the speed limit."
- **Criterion 19:** Please expand upon this criterion. In addition to whether or not the device is efficient, the device's effect on parallel roadways should be assessed. As described in the studies available through the Institute of Transportation Engineers (i.e. *Traffic Calming: State of the Practice*; *Neighborhood Traffic Management Techniques: Summary of Results*), in many cases traffic calming devices can lead to traffic diverting to parallel roadways. In some cases,

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roadways carrying fewer than 500 vehicles per day experienced traffic diversions of 100 vehicles or more. As such, pre- and post-traffic calming monitoring should be done by collecting traffic volumes on parallel roadways in addition to the roadway receiving a traffic calming device.

If you have any questions or need additional information regarding this memorandum, please contact Bill Burton at (510) 763-2929 or [bill.burton@dmjmharris.com](mailto:bill.burton@dmjmharris.com), or Ryan Niblock at (510) 763-2929 or [ryan.niblock@dmjmharris.com](mailto:ryan.niblock@dmjmharris.com).